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INFORMATION REPORT INFORMATION REPORT
CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Ukrainian SSR) REPORT NO. [] 50X1
SUBJECT Stanislav Airfield DATE DISTR. 7 November 1955
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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- [] Comments: 50X1
1. Throughout this report, read Nadvorna as Nadvornaya.
 2. On page 6, read Stainslav airfield as Stanislav airfield.
 3. The location of Stanislav should read (N 48-56, E 24-42).

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THIS IS UNEVALUATED INFORMATION

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SOURCE

I. IDENTIFICATION DATA:

See Incl A, overlay on USAF Target Intelligence Collection Chart Series 100, No. 0232-9992-100, on which Source identified:

1. ROAD, led from Stanislav (4855N/2450E) south to CHERNEYUV (4853N/2445E), 6m wide, asphalt.
2. RAIL LINE, Soviet Standard Gauge, single track, led from NADVORNA (4840N/2435E) to STANISLAV.
3. RR STATION, Source could not supply any information.
4. STANISLAV CITY, population approximately 50,000, the largest industrial center in this part of UKRAINE.
5. ROAD, unidentified by Source.

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6. ROAD, led from STANISLAV to KALUSH (4902N/2424E), 12m wide, asphalt, telephone lines led on the north side.
7. ROAD, from STANISLAV to BOHORODCZANY (4848N/2433E), 6 m wide, asphalt.
8. STANISLAV AIRFIELD (4854N/2442E). See Part II for site layout.

II. SITE LAYOUT:

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See Incl B, memory sketch of STANISLAV Airfield on which Source identified: (Source was very poor at sketching and it was necessary for [] to help in the plan view of airfield. Source furnished all dimensions.)

1. A/C PARKING AREA, asphalt surface, dimensions were unknown to Source. He did not see what type aircraft were parked there.
2. ROAD, same as in Part I, point 7, this report.
3. WIRE MESH FENCE, approximately 2m high, surrounding the entire field.
4. MAIN GATE, approximately 10m wide; this gate was guarded at all times by one military guard armed with PPsh. At night this entrance was illuminated by electric lights located on both sides of the gate. The distance from the main gate to the runways, points 32 and 33, was approximately 200-250m.
5. A/C PARKING AREA, asphalt surface, dimensions were unknown to Source. He recalled seeing 20-30 fighter type aircrafts which he identified as MIG-15.
6. HANGARS, 35x25x15m, steel constructed with a steel curved roof. Maintenance of all aircraft was performed there. Source stated that all crewmen and mechanics were military. The distance of hangars to the fence, point 3, was approximately 15m, the distance from point 6 to point 7 was approximately 500m, the distance between hangars was approximately 100m.
7. VEHICLE PARKING AREA, 200m wide, 800m long, asphalt surface. Vehicles observed parked in open. Source observed approximately 20 MAS type vehicles and 10-15 gasoline tank trucks. All vehicles were painted green. At night the entire area was illuminated.
8. BILLETTS, four (4) buildings each 25x20x12m, brick, two story with a flat, tarpaper covered roof. According to Source these billets were occupied by enlisted personnel employed on the field. Source estimated the capacity of each building as being approximately 50-60 men.
9. RADIO ANTENNAS, seven (7) wooden masts, each approximately 25m high and 15m apart. Source believes that each mast was connected with the radio building, point 11. See inclosure C, Source's memory sketch of an antenna.
10. WIRE MESH FENCE, approximately 2m high surrounding the area. The area was not guarded.
11. RADIO BUILDING, two story, 30x18x12m, stone with a flat, tarpaper-covered roof.
12. ROAD, 4m wide, asphalt, led to the main road, point 2.
13. ROAD, 6m wide, asphalt, led from the road, point 20, to the airfield.

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14. TELEPHONE POLES (electric power), each approximately 5m high, wooden, two wires, led from the city to the airfield.
15. WEATHER STATION I, 10x10x6m, single story, stone, tile, gable roof. On the roof Source observed two anemometers, NE of this building he saw two weather instruments boxes which were painted white and approximately 2½m above the ground. This building was surrounded by a small wooden fence approximately 1½m high. The area was not guarded.
16. WEATHER STATION II, 10x10x6m, single story, stone, flat tarpaper-covered roof. On the NE side of this building Source observed two weather instrument boxes and three steel masts, each approximately 3-4m high. On the roof he observed two red warning lights. The area was not guarded.
17. MEAT FACTORY, L-shaped building, single story, approximately 20m high, brick, flat roof. The entire area was surrounded by a wooden fence approximately 2m high. This plant was also referred to as "MYAS ZAVOD". Source could not give more detailed information on this installation.
18. SMOKE STACK, approximately 50m high, brick. Source observed one red warning light on top.
19. DOG KENNELS, 20x10x2m, tile, gable roof. According to Source there were approximately 100 police shepherd dogs; they were used for guarding the airfield at night. Source obtained the information from a soldier employed on the field.
20. ROAD, same as in Part I, point 1.
21. ROAD, 6m wide, gravel, led from road, point 20, to the airfield. This road was used mostly by POL trucks transporting gasoline from the city to the airfield.
22. ROAD, 6m wide, gravel, connecting two entrances, point 29 and 23.
23. ENTRANCE to the billets and hangars, 6m wide, wooden gate. The entrance was guarded at all times.
24. DUGOUTS, structures were referred to as "ZEMLYANKA" (dugout) by Source, 20x20x4m, the upper portion of structures were earth covered (similar in shape to a quonset hut). The only portions of building visible were the windowed sections. Structures were approximately 4m above the ground. Source believes that those structures were used for POL storage, he saw fuel-tanker trucks stop there when they were coming from the city.
25. WATER TOWER, approximately 15m high, water tank was supported on wooden piers, each was approximately 10m high. Red warning light on the top.
26. A/C PARKING AREA, 200x200m, asphalt surface. This area was used only for parking of conventional type aircrafts. The aircraft parked there were IL-12's and LI-2's. Source estimated 20-30 aircrafts parked there in November 1953.
27. A/C PARKING AREA, asphalt surface, the dimensions were unknown to Source. He stated that this parking area was used for parking of twin jet engine aircraft, Source could not identify the type. See Incl E, Source's memory sketch of the aircraft.
28. POWER LINE TERMINAL HOUSING, 6x6x6m, concrete, flat, tarpaper-covered roof. Source stated that the power lines that led from the city terminated there.
29. GATE, 4m wide, gates were wooden. This entrance was used mostly by POL trucks. Source did not see any guards.

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30. CONTROL TOWER, 12x9x9m, brick, flat, tarpaper-covered roof. Source observed one rotating beacon light on the roof.

31. SEARCH LIGHTS, approximately 2m in diameter, located approximately 4m apart.

32 & 33. RUNWAYS, 2000m long, 125m wide, asphalt surface. Runways were marked by two white painted lines. Source did not see any runway lights.

34. A/C PARKING AREA. Source stated that this was the largest aircraft parking area on the field. He estimated approximately 300 aircraft in this area.

35. WOODED ELEVATION. Source could not supply any information, but he believed that there were some storage shelters there.

III. ADDITIONAL AIRFIELD INFORMATION:

According to Source, in year 1953, STANISLAV Airfield was used only by Soviet Air Force. He was unable to give information regarding refueling methods, weapon and ammunition storage, or maintenance performed in hangar or parking areas. The airfield had no anti-aircraft gun positions, air raid shelters, or camouflaged installations.

Source stated that there was no flooding of airfield surface during rainy weather, however, little flying was accomplished during such periods. There was never any fog to disrupt flying operation.

Source observed training flights over and near the airfield. They were performed daily between 1600 - 1800 hours. Aircraft which participated in training flights were fighter type, which Source identified as MIG-15's. He observed various flight formations during the exercise. (See Incl D, memory sketch).

Source estimated 600 - 700 aircraft located on the STANISLAV Airfield. He stated that all aircraft were twin jet bomber type, with swept-back wings. (See Incl E, memory sketch). He was unable to identify IL-12 and LI-2 type aircraft.

On 19 October 1953, Source observed general maneuvers on STANISLAV Airfield, in which Army, Navy and Air Force participated. He saw approximately 100 twin jet aircraft flying overhead and at the same time approximately 15 MIG-15 type aircraft dove to a very low altitude. No further information.

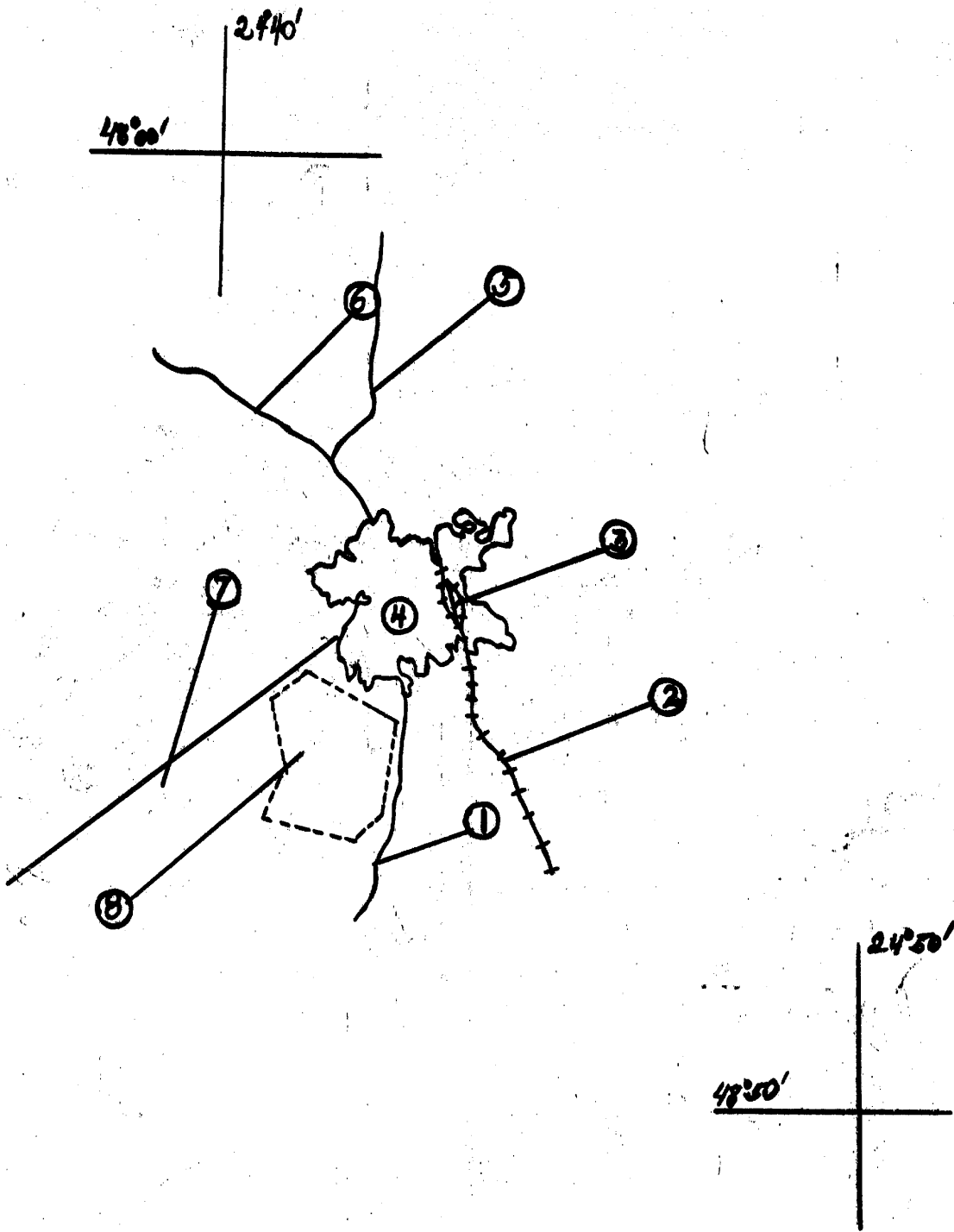
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Pinpoint Location of STANISLAV Airfield - Incl A

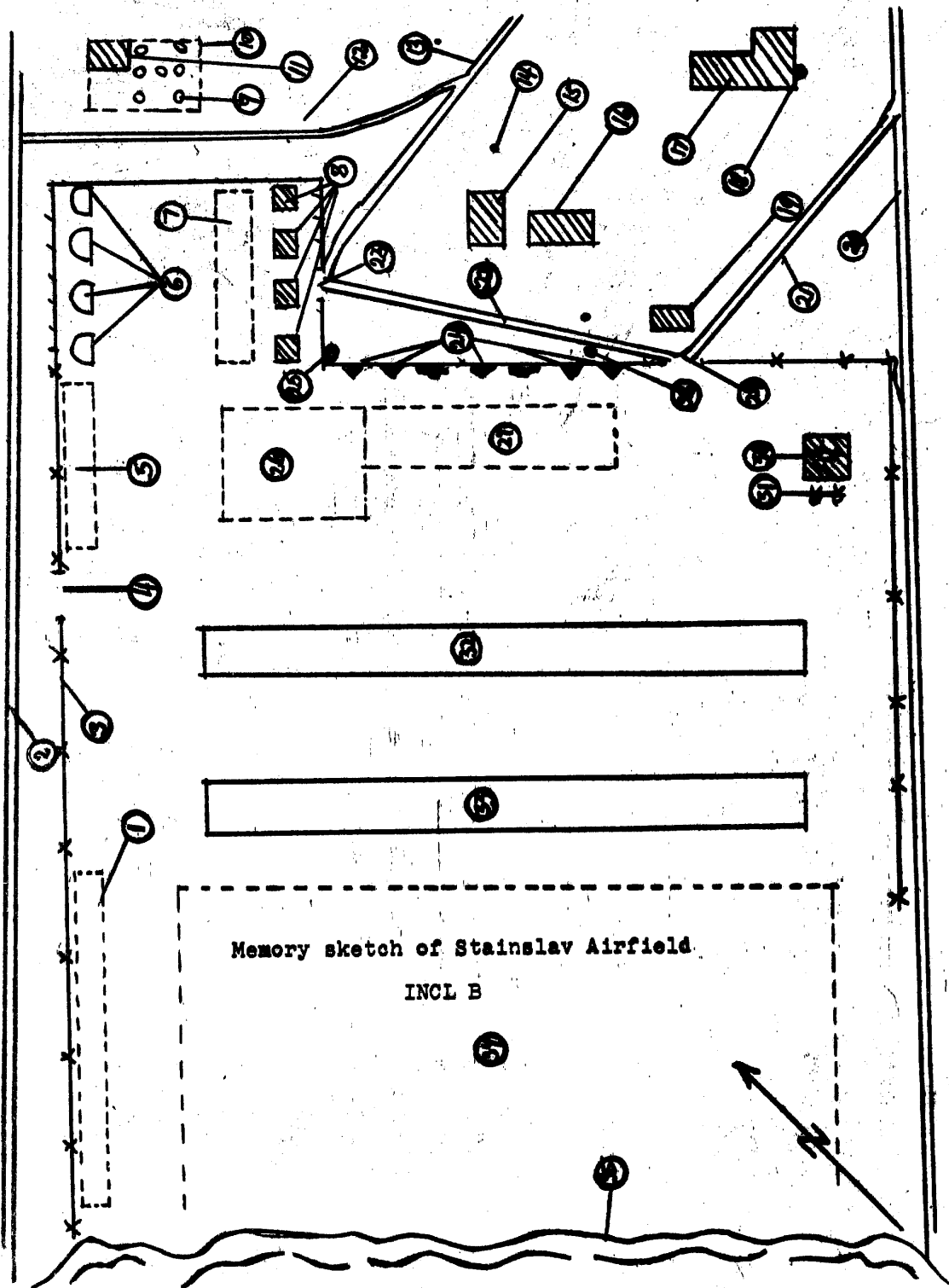


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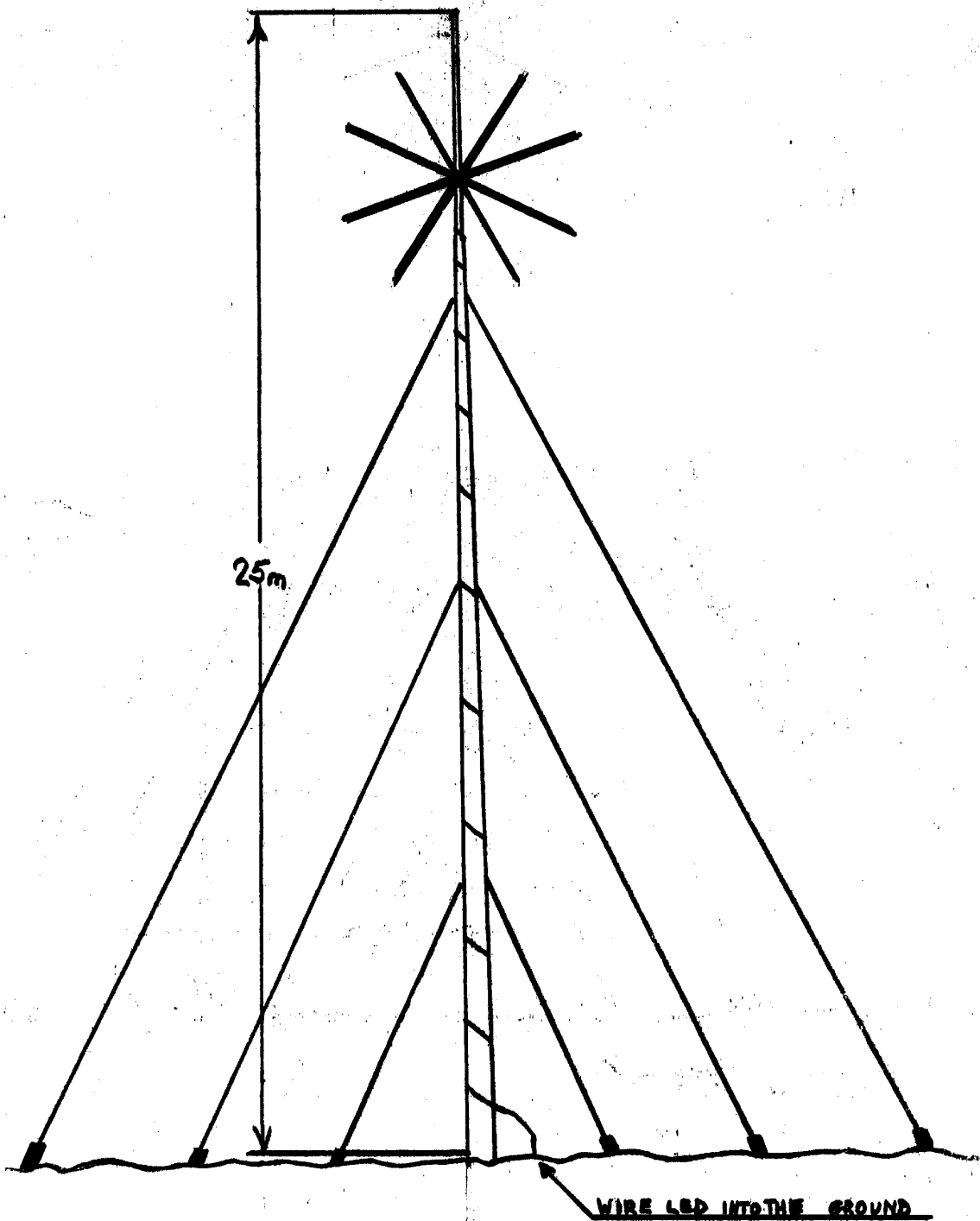
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Memory Sketch of Radio Antenna located on STANISLAV Airfield

Incl C



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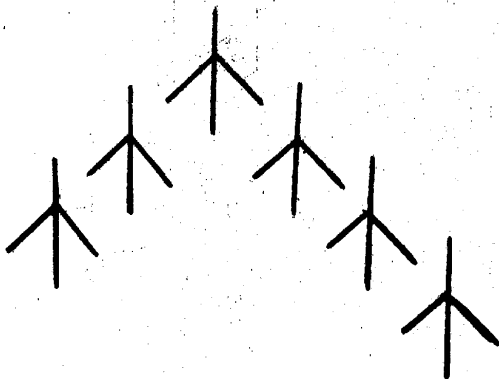


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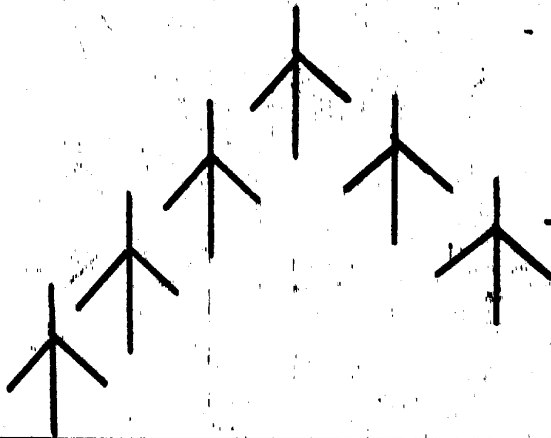
Fighter Flight Formations Observed Over STANISLAV Airfield

Incl D

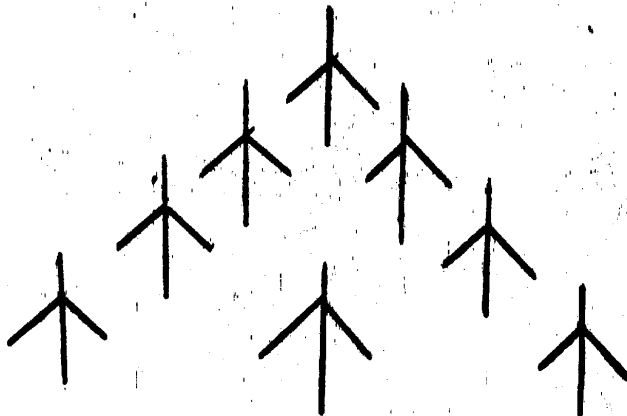
A.



B.



C.



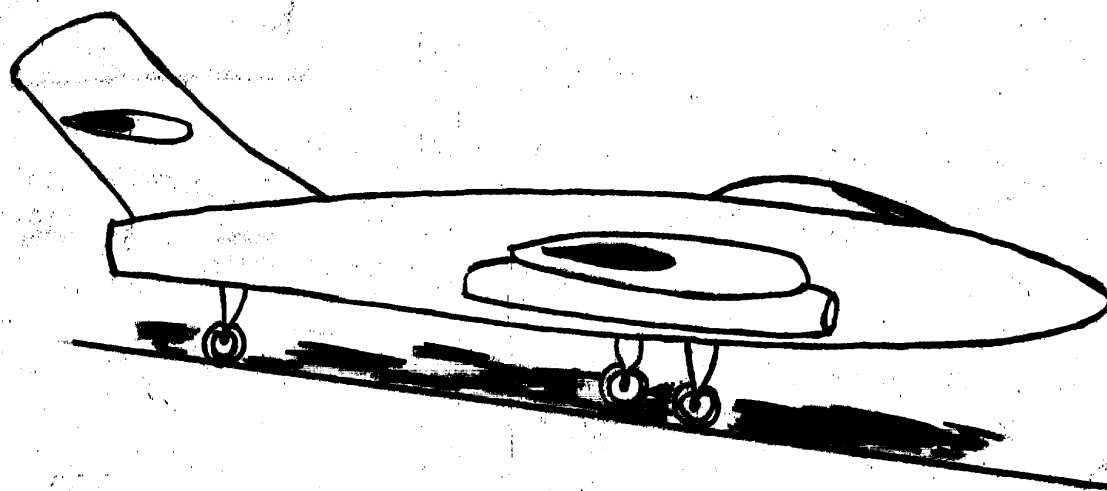
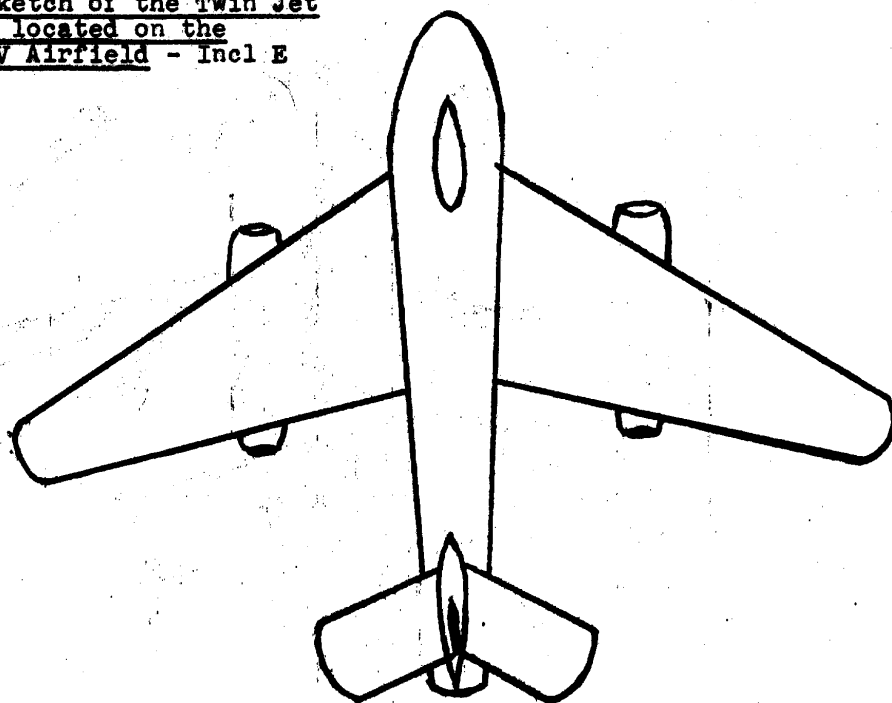
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Sketch of the Twin Jet
Aircraft located on the
STANISLAV Airfield - Incl E



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